

## Chapter 3. Overview of Future Conditions

This section presents the future baseline traffic conditions along the State Route 6 (SR 6) project corridor. The analysis projects future travel conditions based on (1) committed transportation projects that are anticipated to improve operations and/or capacity of the corridor and (2) growth in traffic volumes, associated with population and employment forecasts for the region and local communities. The analysis identifies anticipated operational deficiencies and serves as the basis for later evaluation of potential improvements that address various access management goals and objectives.

ARC PLAN 2040 predicts that the 20-county Atlanta region will add 2.6 million residents between 2010 and 2040, resulting in a total 2040 population of nearly 7.9 million; the region is also expected to add 1.6 million jobs over the same period resulting in a total job base of 4.7 million in 2040 (ARC PLAN 2040 Regional Transportation Plan, March 2014 Update). In the four counties that contain the SR 6 study corridor, both population and employment are anticipated to grow significantly. Fulton County is forecasted to add more than 300,000 people over the next 25 years (second highest growth in the region after Gwinnett County). This growth will bring the total population of Fulton County to more than 1.2 million. Douglas County is forecasted to add more than 70,000 people, for a 55 percent increase by 2040. Most growth is anticipated north of I-20, with average densities of 0.3 units per acre (u/a). ARC projects Cobb County will add 179,000 people, for a total population of nearly 870,000, a 26 percent increase, by 2040. Paulding County is forecasted to add more than 114,000 people, an 80 percent increase, by 2040.

Along with this anticipated growth, a wide range of proposed projects have been identified along the study corridor. This chapter evaluates future baseline land use conditions and future travel conditions reflected in adopted local and regional plans, which will help establish the future baseline condition for this corridor study.

### 3A. Future Land Use Assessment

This section reviews future land use conditions and associated socioeconomic growth trends in the study area. Population growth trends in each county are discussed in further detail, and the annual average population growth rate for each county is calculated. While also considering the relevant future developments that were identified by study stakeholders, Developments of Regional Impact (DRIs) in the vicinity of the study area are also identified to capture any potential regional impacts associated with these large-scale developments.

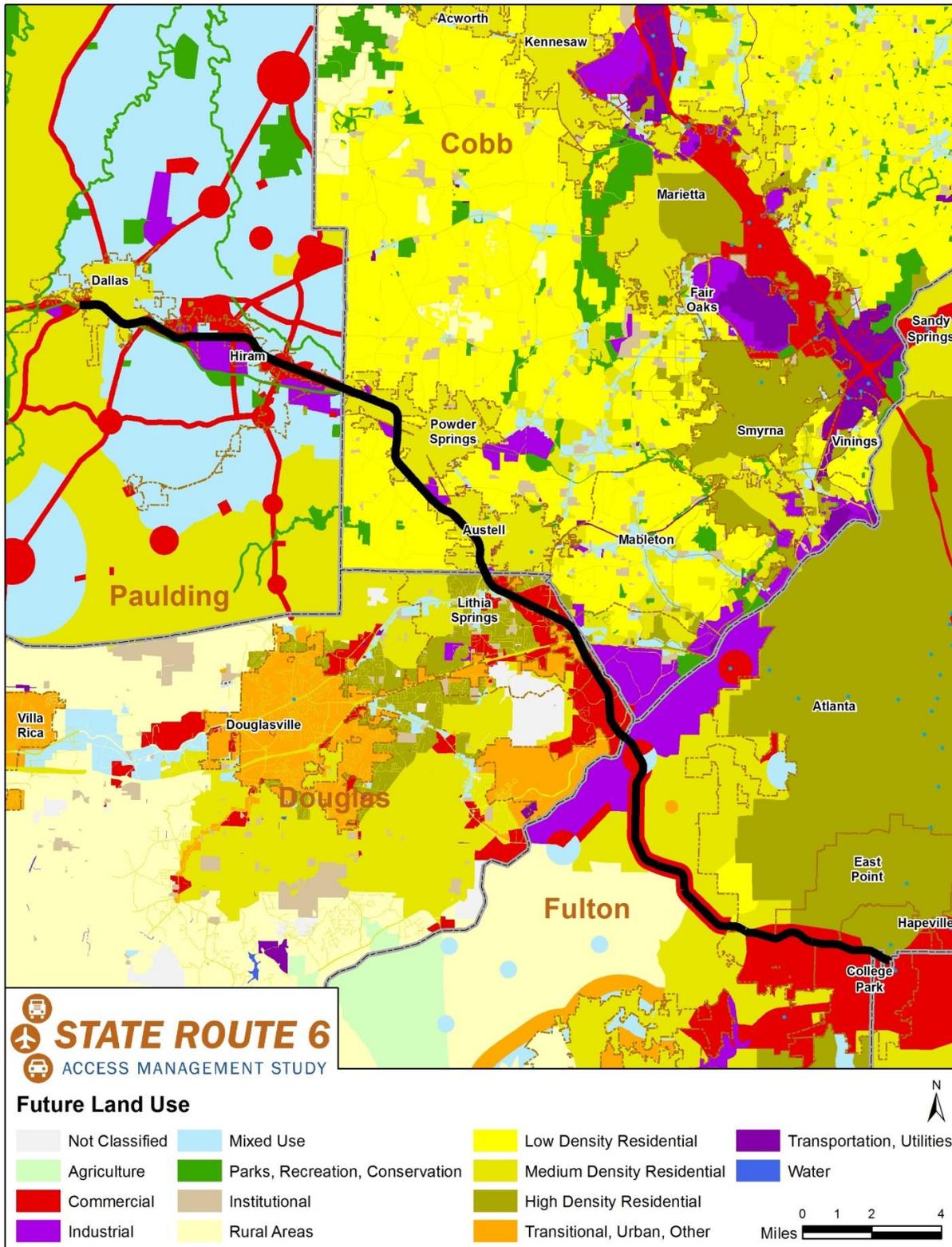
#### 3A.1. Future Land Use

Future land use forecasts identify the location of population and employment through 2040, the horizon year of the study. The data for future land use was initially obtained from each county and then combined into categories that are common across all corridor jurisdictions; this was done because the counties in the corridor do not use identical categories for their future land use maps and because of gaps in the land use data obtained from the counties. Thus, ARC's PLAN 2040 Unified Growth Policy Map

was used to supplement the combined future land use map and as the basis for regrouping land use categories and identifying a more complete picture for the areas without county-level data. **Figure 3-1** shows the future land use map for the study area created using this process. The future land use map shows that both commercial and industrial land use is anticipated to expand significantly in the study area when compared to the existing land use. In particular, future commercial use is expected to concentrate along SR 6 in Fulton and Douglas Counties, and future industrial use will take place mostly along SR 70/Fulton Industrial Blvd. It should also be noted that Paulding County is anticipating substantial commercial and industrial development along SR 6 adjacent to the City of Hiram.

**Figure 3-2** shows ARC's Unified Growth Policy Map, which serves as a regional development guide representing local plans as well as regional policies and forecasts. Although this map uses more generalized land use categories, overall growth trends in the study area generally agree with the future land use map created directly based on input from the counties. According to this map, already developed areas will expand in size and function as regional centers, while developing areas currently emerging will become more dense suburbs. Similarly, Paulding County's undeveloped areas will largely become developing suburbs. The map also highlights that the Hartsfield-Jackson Atlanta International Airport (HJAIA) will continue to serve as major activity center in the region, and that the City of College Park in the vicinity of HJAIA will experience a significant increase in commercial development. The Fulton Industrial area is also major regional center along the corridor and is a major industrial and business hub. In addition to these regional centers, the corridor includes three major retail districts: Camp Creek Marketplace, Greenbriar Mall, and Hiram Pavilion. The map insert in Figure 3-2, shows that there will continue to be five town centers, namely College Park, East Point, Austell, Powder Springs, and Dallas, and three wellness districts in Paulding, Douglas, and Cobb-Austell. The Chattahoochee River is also noted as an important resource in the area.

Overall, **Figure 3-1** and **Figure 3-2** show that expected development and anticipated population growth will lead to more industrial and commercial land use along the SR 6 corridor.



Source: Counties' Future Land Use GIS Datasets supplemented by ARC's PLAN 2040 Unified Growth Policy Map

**Figure 3-1: Future Land Use**

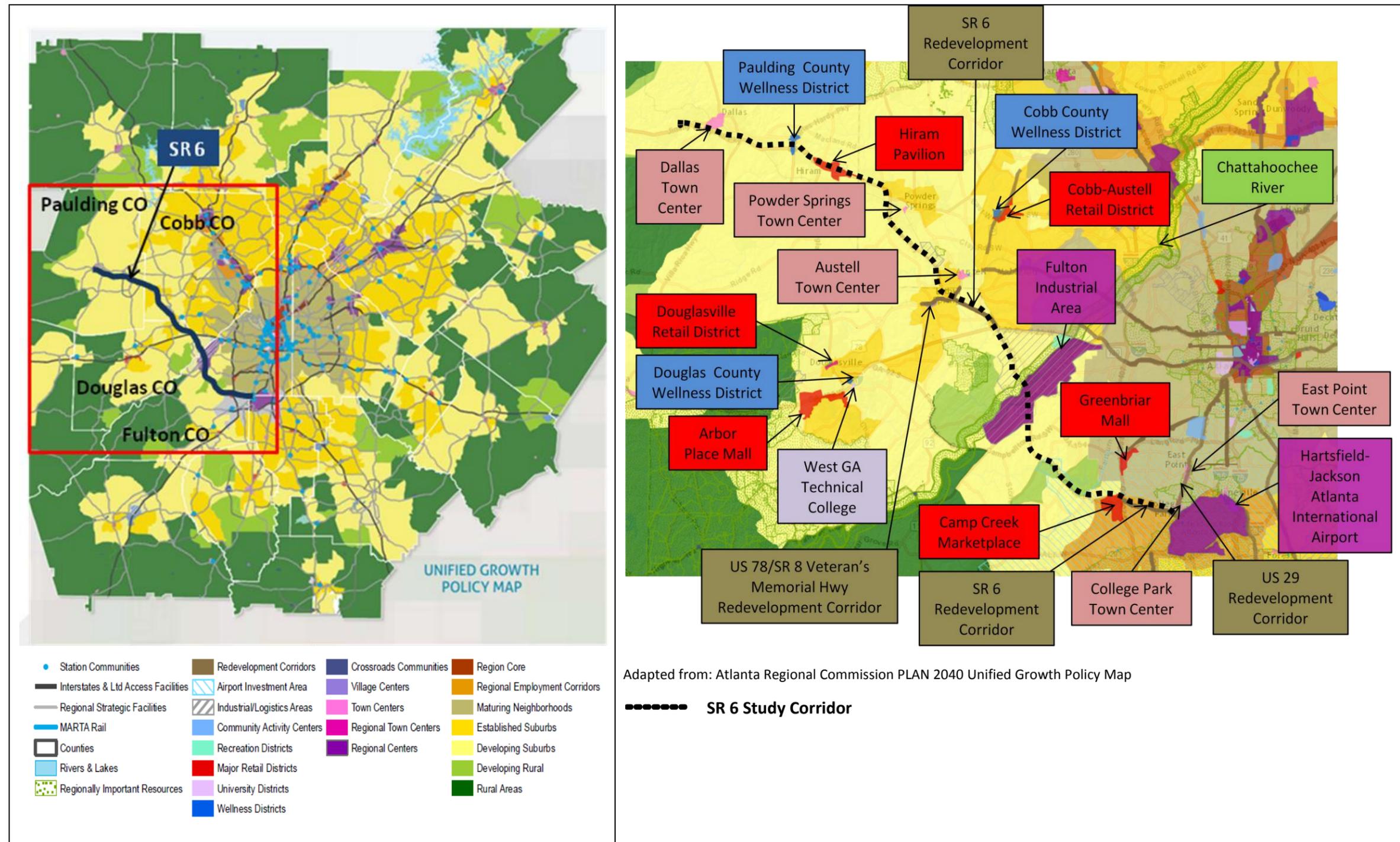


Figure 3-2: ARC's Unified Growth Map and Major Activity Centers along SR 6

### 3A.2. Growth Determinants

ARC’s PLAN 2040 forecasts indicate that all four counties in the study area will have substantial population and employment growth in the next 30 years.

**Table 3-1** and **Table 3-2** detail population and employment growth between 2010 and 2040, respectively. Douglas and Paulding counties are the two counties anticipated to grow their population and employment most significantly in the next 25 years. Paulding County, in particular, is expected to grow at a high rate, with an 80 percent increase in population and a 150 percent increase in employment. Douglas County is anticipated to grow its population and employment by 55 percent and 134 percent, respectively. Fulton and Cobb counties, the two densely populated counties in the study area, are expected to have an approximately 30 percent increase in population and a 110 percent increase in employment by 2040. In order to accommodate this growth, substantial transportation infrastructure changes will be necessary.

**Table 3-1: ARC’s Population Forecasts 2010-2040**

County	2010 Population	2040 Forecast Population	Total Increase	Percent Increase	Average Annual Growth Rate
Fulton	920,581	1,230,497	309,916	33.7%	0.97%
Douglas	132,403	204,829	72,426	54.7%	1.47%
Cobb	688,078	867,037	178,959	26.0%	0.77%
Paulding	142,324	256,410	114,086	80.2%	1.98%

Source: ARC PLAN 2040 Regional Transportation Plan, March 2014 Update

**Table 3-2: ARC’s Employment Forecasts 2010-2040**

County	2010 Employment	2040 Forecast Employment	Total Increase	Percent Increase	Average Annual Growth Rate
Fulton	672,000	1,376,400	704,400	104.8%	2.42%
Douglas	37,600	88,100	50,500	134.3%	2.88%
Cobb	304,700	647,200	342,500	112.4%	2.54%
Paulding	20,400	51,100	30,700	150.5%	3.11%

Source: ARC PLAN2040 County Profiles

Average annual growth rates for population and employment were then calculated using the total increase in population and employment for the 30-year period. Annual population growth rates range from 0.8 percent (Cobb) to 2.0 percent (Paulding), while annual employment growth rates range from 2.4 percent (Cobb) to 3.1 percent (Paulding). These population and employment growth rates provide an overall idea of how each county as a whole in the study area will grow its population and employment in the next 25 years, and they are used as the reference point for the traffic growth rates, specifically along SR 6, generated from the ARC PLAN 2040 travel demand model’s future year forecasts.

### 3A.3. Development Plans/DRIs

DRIs are large-scale developments that are likely to have regional effects beyond the local government jurisdiction in which they are located. Under the Georgia Planning Act of 1989, the Georgia Department of Community Affairs (DCA) established thresholds by size and type of development and procedures for reviewing these large-scale projects. **Table 3-3** presents the DRIs in the vicinity of the study area that were either approved by the Georgia Regional Transportation Agency (GRTA) or determined to be in the best interest of the region and of the state by ARC as the designated regional commission.

**Table 3-3: Developments of Regional Impact (DRIs)**

DRI ID	Project	Location	Development Type	County	Description	Date DRI Submitted	Status
1627	Village @ Redwine	Redwine Rd. @ North Commerce Drive – Land Lot 255	Mixed Use	East Point, Fulton	81-acre site to include approximately 32% green space, 8,000 SF of retail space, 34,000 SF of office space, and 988 residential units.	10/2007	Pending
1575	BLD Transfer Station, Inc.	1100 West Memorial Drive, Dallas, Georgia 30132	Waste Handling Facilities	Dallas, Paulding	Expanding to add the facilities and operations for a municipal solid waste transfer station.	08/2007	Pending
693	Douglas Hill Business Park (Expansion)	780 Douglas Hills Rd., Lithia Springs, GA 30122	Wholesale and Distribution	Douglas	Two warehouse distribution buildings: one building with 919,099 SF and one building with 150,000 SF.	12/2004	Open
585	Lakeside Golf Course Redevelopment	3600 Old Fairburn Road SW, Atlanta, GA 30331	Mixed Use	East Point, Fulton	Mixed-use residential/retail development with 342 townhomes, 286 single-family detached homes, and 4 acres of neighborhood retail. The lot area for the development is around 171 acres.	5/2004	Approved
572	Terminus West Business Park	1250 Terminus Drive, Lithia Springs, GA 30122	Industrial	Douglasville, Douglas	244 acre warehouse/distribution park with 900 Employees and 2,321,300 SF of buildings.	4/2004	Open
382	Camp Creek Water Reclamation Facility Design-Build-Operate	7470 Cochran Road, College Park, Georgia 30349	Wastewater Treatment Facilities	College Park, Fulton	Expansion of the Camp Creek Water Reclamation Facility from 13 million	1/2003	Open

DRI ID	Project	Location	Development Type	County	Description	Date DRI Submitted	Status
	(DBO) and South Fulton Maintenance and Operations Center (SFMOC)				gallons per day (MGD) to 24 MGD average monthly flow and the construction of the new South Fulton Maintenance and Operations Center.		
358	Douglas Hill Campus		Wholesale and Distribution	Douglas	1,300,000 SF of distribution and warehousing facility.	12/2002	Open
306	Camp Creek Business Centre	3900 N. Commerce Drive, Atlanta, GA	Industrial	East Point, Fulton	5.5 million SF of light industrial development and associated infrastructure	9/2002	Approved
245	Princeton Lakes	Along Camp Creek Parkway near Interstate 285	Mixed Use	Atlanta, Fulton	1,070 residential units, 642,100 SF of retail, and 792,200 SF of office on 476 acres.	4/2002	Approved
212	Camp Creek Parkway/Butner Road Mixed Use		Mixed Use	Fulton	Total residential: 415,000 SF (399 units), total commercial: 129,000 SF.	1/2002	Open
205	The Village at South Fulton	3475 N Desert Dr., Atlanta, GA 30344	Mixed Use	Fulton	Multifamily residential (476 units on 34.01 acres), townhome (134 units on 14.85 acres), commercial/retail(10,000 SF/acre on 14.9 acres); commercial/retail(10,784 SF/acre on 25 acres); office(12,000 SF/acre on 16.07 acres).	1/2002	Open
180	Southmeadow Business Park Expansion	4051 Southmeadow Pkwy., Atlanta, GA	Industrial	Fulton	4,294,250 SF expansion of existing business park.	12/2001	Pending
147	Camp Creek Marketplace	3620 Camp Creek Pkwy., Atlanta, GA	Commercial	East Point, Fulton	650,000 SF Shopping Center.	10/2001	Open

Source: Georgia Department of Community Affairs

Figure 3-3 shows approximate locations of the DRIs that were approved by GRTA or where developments are complete and open. The DRIs pending final decision from GRTA were not included in

the map. Based on the review of past and current DRIs, as of February 2015, no new DRIs have been proposed in the study area since 2007. Therefore, it was determined that the travel demand model accurately accounts for planned development, and that traffic volumes did not need to be adjusted further to account for any specific developments.

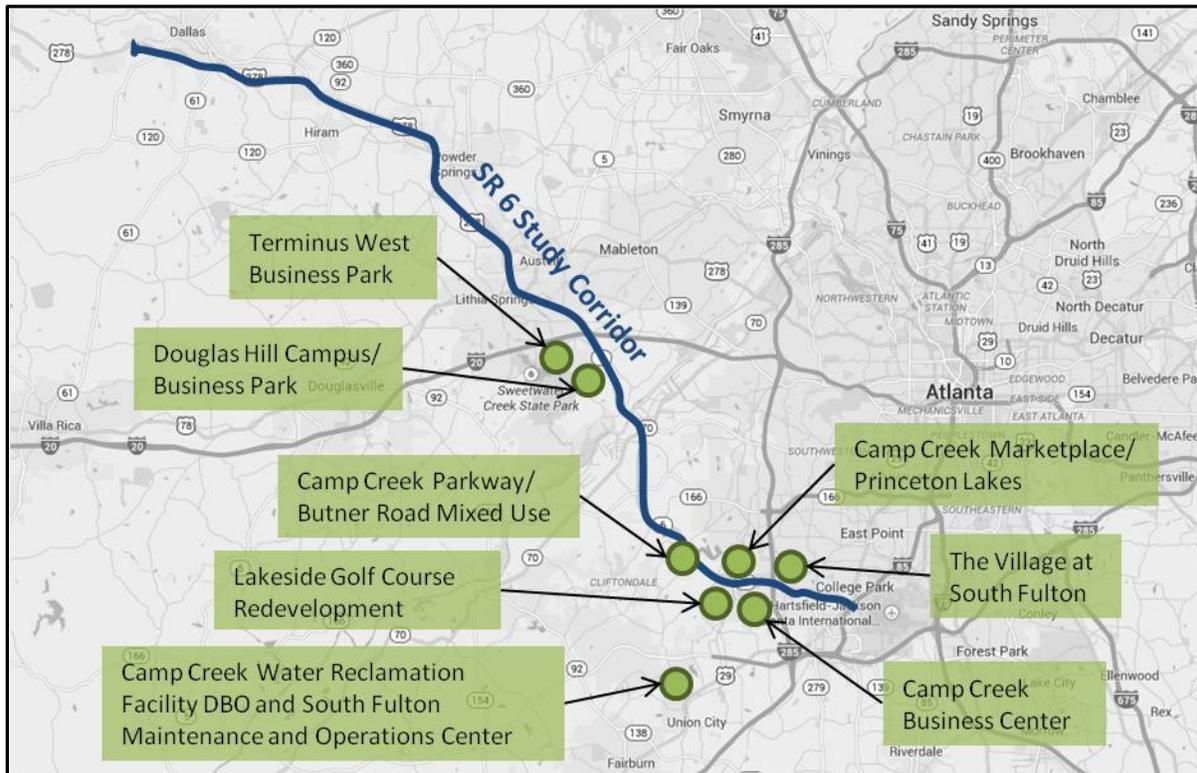


Figure 3-3: Approved or Open DRIs in the Vicinity of Study Corridor

### 3B. Future Transportation Assessment

Following the review of future land use developments in the last section, this section summarizes future transportation projects identified in the study area and evaluates future baseline conditions. For the purpose of this study, the year 2020 was selected for the analysis of future baseline conditions because anticipated high volumes and severe congestion for the year 2040 are likely to override any improvements achieved through access management strategies. By using 2020 future traffic volumes, the analysis is better able to capture the benefits from the recommendations made in this study. Proposed planned/programmed roadway projects are reviewed, and these projects will be included in future baseline conditions. Annual average growth rates for each county along SR 6 were calculated using ARC's PLAN 2040 and were used to forecast 2020 traffic volumes for the corridor, then future baseline conditions were analyzed to determine the expected operations of the study corridors in 2020 under the baseline conditions.

### 3B.1. Future Projects along the Corridor

A wide range of planned roadway projects have been identified along the study corridor. The types of projects range from quick-response projects to intersection improvement projects, truck friendly lanes, a diverging diamond interchange, and long-range reconstruction and rehabilitation projects. **Table 3-4** summarizes the planned projects, and **Figure 3-4** depicts the locations of these projects.

**Table 3-4: Planned Roadway Projects in the Study Area**

County	GDOT PI Number	Project	Project Status	Description
Paulding	N/A	South Main Street Improvements	Construction scheduled to start in 2015. Bids received July 2015. Pending Bid Review.	Quick response project (District 6). Sidewalk and roadway enhancement from the Norfolk Southern Rail to US 278. Construction consists of grading, drainage, base and paving, and curb and gutter installation. Also includes placing a pre-cast bridge over Weaver Creek.
Paulding	PI # 0011736	SR 6 @ SR 61; SR 92 & SR 120	PE underway	Quick response project (District 6) operational improvements
Paulding	PI # M004458	SR 6 @ SR 92	Under Construction	Quick response project (District 6) extension of left turn lane, grading and drainage improvements
Cobb/Douglas	PI # 0010821	SR 6 from I-20 WB to SR 6 Spur	Scoping underway	Truck friendly lanes
Cobb/Douglas	PI # 0012620	SR 6 from I-20 to Garrett Road	Construction in TIP timeframe	Overhead signage, nearside signal heads, modification of medians to extend left turn, communications, CCTV, signing, truck rollover warning system at the intersection of SR 6 and Garrett Road for freight traffic departing the Whitaker Intermodal Terminal
Cobb	PI # 0012828	SR 6 @ SR 6 Spur	PE underway	Westbound right turn lane with improved radius
Cobb/Douglas/ Paulding	PI # 0007826	SR 6 from SR 120 - I-20	Long Range (not in constrained ARC RTP)	Reconstruction and rehabilitation –widening to six lanes
Douglas	PI # 0012621	CR 635/Maxham Road from SR 6 to Tree Terrace Pkwy.	PE underway	Safety and traffic flow improvements <b>on Maxham Rd from SR 6 to Tree Terrace Pkwy, including lane widening, raised median, sidewalks, and signal upgrade at Tree Terrace Pkwy.</b>
Fulton	PI # 0012671	SR 6 @ SR 70, SR 6 @ Enon Rd., SR 6@ Merk Rd., SR 6 @ Butner Rd.	PE underway	Reconstruction and rehabilitation – signal upgrades
Fulton	PI # 0012818	SR 6 @ Washington Rd. and Desert Dr	PE underway	Reconstruction and rehabilitation – signal upgrades
Fulton	PI # 0012832	SR 6 @ N. Commerce Dr	PE underway	Intersection improvement
Fulton	PI # 0013142	I-285 @ SR 6 Diverging Diamond	PE underway	Diverging diamond interchange
Fulton	PI # M004693	SR 6 @ SR 70	Let for construction	Install median
Fulton/Clayton	PI # 0012882	Global Gateway Connector	Scoping in 2014	Bicycle and pedestrian facility enhancements, including pedestrian bridge over SR 6 connecting downtown College Park to the Georgia International Convention Center (GICC)

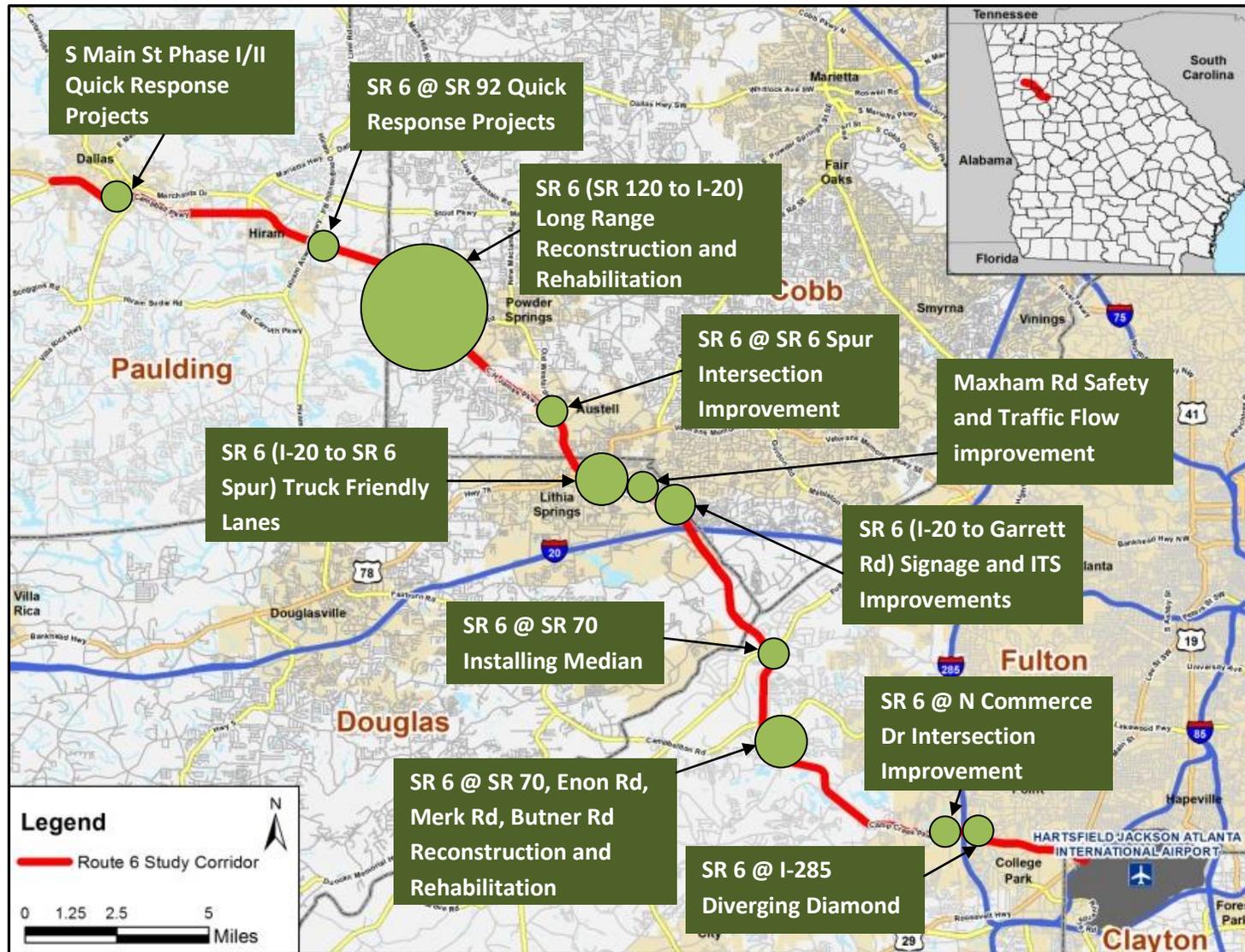


Figure 3-4: Planned Roadway Projects Map

### 3B.2. Development of Future Baseline Traffic

In Section 3A.2, socioeconomic (population and employment) growth rates for each county as a whole were derived from ARC’s population and employment forecasts. While these growth rates provide an overall idea of how each county in the study area will grow its population and employment in the future, they do not necessarily capture future growth specific to the SR 6 study corridor. Therefore, ARC’s PLAN 2040 travel demand model traffic volumes for SR 6 were used to forecast future traffic volumes in the study corridor for the year 2020. As shown in **Table 3-5**, the annual average traffic volume growth rate for SR 6 in each county was first calculated by comparing PLAN 2040’s annual average daily traffic (AADT) on SR 6 for 2010 and 2040. The results show that the northern half of the study corridor, in Cobb and Paulding counties, is expected to have the highest annual growth rate, 1.7 percent between 2010 and 2040, followed by the study corridor in Fulton County (1.4 percent) and Douglas County (1.1 percent). These growth rates were applied to the existing peak hour volumes and turning movements to estimate the 2020 future baseline volumes at all the intersections along SR 6.

**Table 3-5: Annual Traffic Volume Growth Rates for Study Corridor**

Segment ID	From	To	County	ARC Traffic Volumes (2010 AADT)	ARC Traffic Volumes (2040 AADT)	Annual Growth Rate
01	Airport Blvd.	Airport Dr.	Fulton/ Clayton	43,607	63,732	<b>Fulton 1.4%</b>
02	Airport Dr.	Washington Rd.	Fulton	34,889	49,667	
03	Washington Rd.	Princeton Lakes Pkwy.	Fulton	42,007	55,690	
04	Princeton Lakes Pkwy.	Old Fairburn Rd.	Fulton	34,785	45,768	
05	Old Fairburn Rd.	Butner Rd.	Fulton	28,148	44,274	
06	Butner Rd.	Enon Rd.	Fulton	28,466	47,232	
07	Enon Rd.	Campbellton Rd.	Fulton	29,865	49,028	
08	Campbellton Rd.	Fulton Ind Blvd.	Fulton	29,438	51,235	
09	Fulton Ind Blvd.	Riverside Pkwy.	Fulton/ Douglas	46,175	70,891	<b>Douglas 1.1%</b>
10	Riverside Pkwy.	Douglas Hill Rd.	Douglas	36,163	49,746	
11	Douglas Hill Rd.	Factory Shoals Rd.	Douglas	33,798	47,565	
12	Factory Shoals Rd.	I-20	Douglas	44,530	62,754	
13	I-20	Skyview Dr.	Douglas	66,872	78,824	
14	Skyview Dr.	Westfork Dr.	Douglas	39,542	53,419	
15	Westfork Dr.	Cobb/Douglas CO Line	Douglas	36,483	54,757	<b>Cobb 1.7%</b>
16	Cobb/Douglas CO line	Garrett Rd.	Cobb	36,616	55,499	
17	Garrett Rd.	Oglesby Rd. (Lewis Rd.)	Cobb	24,550	43,817	
18	Oglesby Rd. (Lewis Rd.)	Brownsville Rd.	Cobb	24,550	41,933	
19	Brownsville Rd.	Richard D Sailors Pkwy.	Cobb	24,196	38,912	
20	Richard D Sailors Pkwy.	Cobb/Paulding CO Line	Cobb	29,812	50,744	<b>Paulding 1.7%</b>
21	Cobb/Paulding CO Line	SR 92	Paulding	37,449	47,021	
22	SR 92	Charles Hardy Pkwy.	Paulding	25,255	40,026	
23	Charles Hardy Pkwy.	Old Harris Rd.	Paulding	34,197	58,294	
24	Old Harris Rd.	S Main St.	Paulding	25,386	42,297	
25	S Main St.	W Memorial Dr.	Paulding	18,092	34,429	

### 3B.3. Future Baseline Conditions

The future baseline traffic volumes, discussed in the previous section, were developed to determine the expected operations of the study corridors in 2020 under the baseline conditions. All programmed projects reviewed in Section 3B.1 were also included in the future baseline conditions except for the SR 6 widening project (PI 0007862) because it is not in the constrained ARC RTP. **Table 3-6** summarizes the intersection level of service (LOS) of the future baseline conditions, as well as the control delay per vehicle, which is defined as the additional travel time experienced by a user that can be attributed to a control device, such as a stop sign or traffic signal. **Figure 3-5** shows the LOS of these intersections for the worse peak condition (AM or PM peak period).

The LOS analysis shows that approximately half of the intersections are expected to operate at LOS E or worse in future baseline conditions. Therefore, if there are no additional future improvements considered along SR 6, half of the intersections will be either reaching capacity (LOS E) or failing (LOS F) by the year 2020 during either the AM or PM peak hour. One third of the intersections are expected to experience failing conditions during either the AM or PM peak period by 2020. While the locations of failing intersections are distributed throughout the study corridor, they seem to be more congregated in the areas with commercial and industrial developments. The most congested intersections include those in the Camp Creek Marketplace area and the vicinity of Fulton Industrial Blvd. (Fulton County), in the vicinity of the I-20 interchange and commercial area (Douglas County), and in the Hiram commercial area (Paulding County). These areas also coincide with the subarea locations determined based on the stakeholder feedback. The subareas in each county and applicable access management strategies will be discussed further in the next chapter. Other under-performing intersections include the SR 6 intersections with major US/state routes (US 78/SR 8, SR 92, SR 120, and SR 61) and the SR 6 intersections with Humphries Hill Rd., Garrett Rd., Lewis Rd., and Brownsville Rd. in Cobb County near the Whitaker Intermodal Terminal.

**Table 3-6: 2020 Future Baseline LOS of Major Intersections**

Name	Configuration	County	AM PEAK		PM PEAK	
			Delay (s/vehicle)	LOS	Delay (s/vehicle)	LOS
<b>Conley St. / Convention Center Conc.</b>	Signalized	Fulton	26.1	C	36.6	D
<b>Airport Dr.</b>	Signalized	Fulton	9.2	A	25.9	C
<b>Global Gateway Connector</b>	Signalized	Fulton	6.5	A	12.3	B
<b>Herschel Rd.</b>	Signalized	Fulton	28.0	C	47.1	D
<b>Potomac Dr. / Hampshire Plaza</b>	Signalized	Fulton	8.0	A	16.2	B
<b>Washington Rd.</b>	Signalized	Fulton	63.5	E	70.5	E
<b>Desert Dr.</b>	Signalized	Fulton	30.0	C	41.2	D
<b>I-285 NB Ramp</b>	Signalized	Fulton	31.8	C	17.5	B
<b>I-285 SB Ramp</b>	Signalized	Fulton	35.5	D	52.7	D
<b>N Commerce Dr.</b>	Signalized	Fulton	66.3	E	129.2	F

Name	Configuration	County	AM PEAK		PM PEAK	
			Delay (s/vehicle)	LOS	Delay (s/vehicle)	LOS
Princeton Pkwy. SW	Signalized	Fulton	40.6	D	72.2	E
Welcome All Rd.	Signalized	Fulton	32.3	C	22.8	C
Old Fairburn Rd.	Signalized	Fulton	52.9	D	41.2	D
Butner Rd.	Signalized	Fulton	72.1	E	97.9	F
Merk Rd.	Signalized	Fulton	12.3	B	13.8	B
Enon Rd.	Signalized	Fulton	36.1	D	51.8	D
Campbellton Rd.	Signalized	Fulton	72.4	E	59.4	E
Westlake Pkwy.	Unsignalized	Fulton	946.3	F	210.0	F
Fulton Industrial Blvd.	Signalized	Fulton	360.1	F	140.9	F
Bakers Ferry Rd.	Unsignalized	Fulton	*	F	340.8	B
Riverside Pkwy.	Signalized	Douglas	85.0	F	44.6	D
Douglas Hills Rd.	Signalized	Douglas	18.1	B	35.5	D
Factory Shoals Rd.	Signalized	Douglas	41.3	D	39.9	D
Bob Arnold Dr./Interstate W Pkwy.	Unsignalized	Douglas	*	F	*	F
Blairs Bridge Rd./Interstate W Pkwy.	Signalized	Douglas	35.1	D	59.9	E
I-20 EB Ramps	Signalized	Douglas	85.3	F	18.9	B
I-20 WB Ramps	Signalized	Douglas	12.1	B	25.5	C
Blair Way/N Blairs Bridge Rd.	Signalized	Douglas	27.4	C	23.1	C
Skyview Dr./Oak Ridge Rd.	Signalized	Douglas	52.6	D	103.0	F
Waterway Circle	Signalized	Douglas	27.3	C	31.1	C
McPherson Rd. / W Corporate Ct.	Signalized	Douglas	27.3	C	31.1	C
Maxham Rd.	Signalized	Douglas	62.3	E	128.9	F
Westfork Blvd.	Signalized	Douglas	10.0	B	28.5	C
Westfork Dr.	Signalized	Douglas	14.4	B	27.0	C
Veterans Memorial Hwy. / Bankhead Hwy.	Signalized	Douglas	63.7	E	93.3	F
Humphries Hill Rd.	Signalized	Cobb	68.6	E	71.8	E
Garrett Rd.	Signalized	Cobb	151.3	F	77.1	E
Lewis Rd.	Signalized	Cobb	56.5	E	33.2	C
Brownsville Rd.	Signalized	Cobb	59.6	E	48.1	D
Hill Rd.	Signalized	Cobb	45.9	D	28.0	C
Sweetwater Ave.	Unsignalized	Cobb	16.2	C	0.0	A
Richard D Sailors Pkwy.	Signalized	Cobb	66.8	E	122.4	F
Florence Rd.	Signalized	Cobb	53.5	D	32.6	C
Elliot Rd. / Powder Springs Dallas Rd.	Signalized	Cobb	38.8	D	44.7	D
Isley Stamper Rd.	Unsignalized	Paulding	83.5	F	84.6	F
Cleburn Pkwy. / Poplar Springs Rd.	Signalized	Paulding	67.9	E	216.4	F

Name	Configuration	County	AM PEAK		PM PEAK	
			Delay (s/vehicle)	LOS	Delay (s/vehicle)	LOS
Greenfield Rd.	Signalized	Paulding	12.3	B	26.9	C
Hiram Pavilion Driveway	Signalized	Paulding	9.5	A	196.4	F
Sam's Club Driveway	Signalized	Paulding	6.3	A	41.6	D
Depot Dr./ Lake Rd.	Signalized	Paulding	21.8	C	67.1	E
Hwy 92	Signalized	Paulding	82.8	F	130.9	F
Wal-Mart Driveway / Hiram Crossing	Signalized	Paulding	12.1	B	49.8	D
Pace Rd.	Signalized	Paulding	27.0	C	22.1	C
Old Mill Rd.	Unsignalized	Paulding	*	F	*	F
Highland Falls Blvd./Atlanta Hwy.	Signalized	Paulding	34.4	C	38.2	D
Breezy Valley Rd./Hiram Dr.	Unsignalized	Paulding	20.3	C	12.9	B
Bill Curran Pkwy./Charles Hardy Pkwy.	Signalized	Paulding	69.5	E	110.1	F
WellStar Paulding Hospital	Signalized	Paulding	7.6	A	10.6	B
Paris Rd.	Unsignalized	Paulding	27.9	B	*	F
Butler Industrial Dr./Cadillac Pkwy.	Signalized	Paulding	19.6	B	39.7	D
Old Harris Rd.	Signalized	Paulding	26.1	C	39.7	D
Thomas B Murphy Dr.	Signalized	Paulding	28.9	C	41.1	D
Nathan Dean Blvd.	Signalized	Paulding	81.3	F	77.9	E
Academy Dr.	Signalized	Paulding	68.4	E	17.3	B
Seaboard Dr.	Signalized	Paulding	22.3	C	21.1	C
S Main St.	Unsignalized	Paulding	2.8	A	684.7	F
Buchanan St.	Signalized	Paulding	40.0	D	68.8	E

\*Software limits exceeded; volume exceeds capacity.

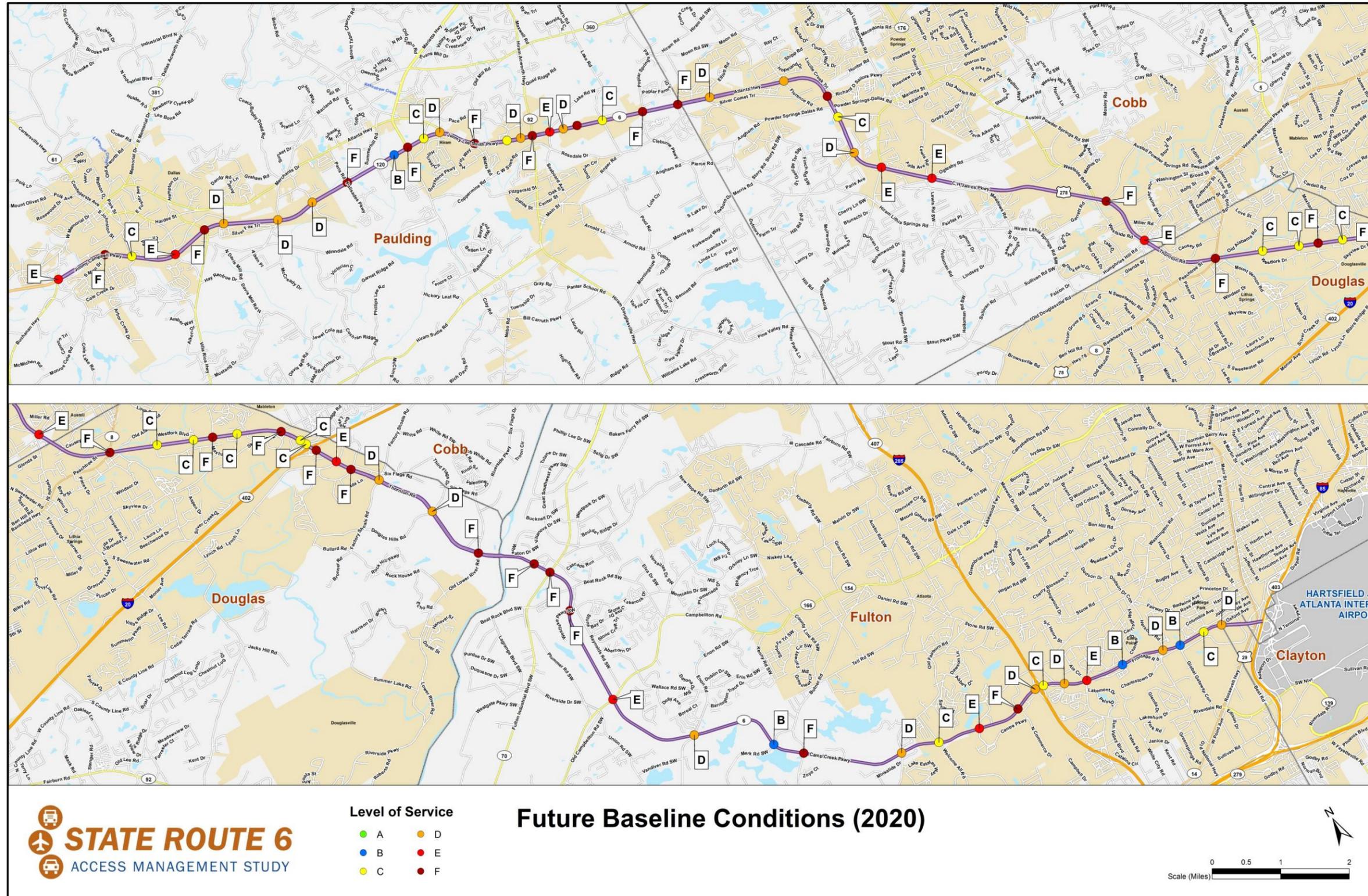


Figure 3-5: 2020 Future Baseline LOS of Major Intersections